



Transit Service
in the
Rosemont-Oak Brook-Hinsdale Corridor

Prepared by
Chicago Area Transportation Study
Metropolitan Transportation Association
Pace--Suburban Bus Board

March 1988
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TRAW

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71772.21

This paper is prepared to document and promote the exchange of technical information and procedures. It represents the opinions and conclusions of the staff and does not represent the policy views of the Pace Board, the Board of Directors of the Metropolitan Transportation Association, or the Policy and Work Program Committees of the Chicago Area Transportation Study. Although this report was prepared with financial assistance from the U. S. Department of Transportation it does not necessarily reflect the review or approval of this agency.

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1.0 Executive Summary.

In June 1985, the northeastern Illinois region received Urban Mass Transportation Administration (UMTA) Section 8 funding to conduct a demonstration project aimed at promoting greater private sector participation in the region's federally funded transportation services. Under the title of "Private Enterprise Initiatives Demonstration for the Chicago Metropolitan Region", this project provided for a three year demonstration of public-private cooperation in the development and implementation of transportation services. Specifically, the demonstration called for three technical studies and funding for the Metropolitan Transportation Association (MTA), a private sector association of transportation providers. Presented below are the results from one of the technical studies.

For this study, a technical advisory committee comprised of staff from the Chicago Area Transportation Study (CATS), Pace--Suburban Bus Board, and MTA conducted an investigation to identify a cost-effective method of utilizing excess private provider capacity for accomodating work trips in the Tri-State corridor. As originally conceived, the study proposal called for an evaluation of the potential use of any excess capacity that the private sector operating in the corridor might make available for these trips. However, a preliminary investigation determined that, for a variety of reasons, this type of service arrangement was not feasible.

The project was subsequently revised to examine the potential for establishing a subscription service to serve work trips destined for the Oak Brook commercial center. As envisioned, the service would utilize taxi and limousine providers operating in and around the area. To accomplish the

investigation of this service three major tasks were carried out. First, an analysis of the Oak Brook work trip market was performed to ascertain if the service concept was reasonable. Second, several private providers were queried to determine their interest in working cooperatively on such a venture. Rough cost estimates were also obtained from the private providers. Third, recognizing that the success of the service concept would be dependent upon marketing the concept to the commuter, several employers were contacted to determine what the extent of their participation might be.

From this investigation it was found that a subscription type service using small vehicles (e.g., vans, taxicabs, and limousines) does have some potential for serving Oak Brook bound work trips. However, as the service concept was explained to the private operators it would either 1) require a subsidy to bring the costs down to attract the average automobile commuter or 2) without a subsidy it would be a very expensive service that would appeal only to a very small market segment.

2.0 Background.

The Village of Oak Brook is a suburban community located on the eastern edge of DuPage County, 16 miles west of Chicago's Loop. The Village is situated immediately southwest from where the Eisenhower Expressway (I-290), the Tri-State Tollway (I-294), and the East-West Tollway (I-88) intersect.

Over the last 15 years, Oak Brook has ranked among the region's highest growth areas in terms of employment. A review of the 1980 census data identified over 30,000 work trips made on a daily basis to the area. The specific area for which this data was obtained is bounded by Roosevelt Road on the north, 31st Street on the south, the Cook-DuPage county line on the east, and Ardmore Avenue on the west (Exhibit 1).

The Oak Brook area was chosen because it is typical of the major business and retail centers that are being developed in the Tri-State Corridor. Many large corporations employing hundreds of people are located there. Yet, it is not well served by public transit and peak hour traffic in the area is heavy and slow. Nevertheless, additional commercial space is being constructed. With these characteristics it was assumed that, if the subscription service concept could be implemented here, it would be applicable elsewhere in the Tri-State Corridor and probably in other growing suburban commercial and retail centers.

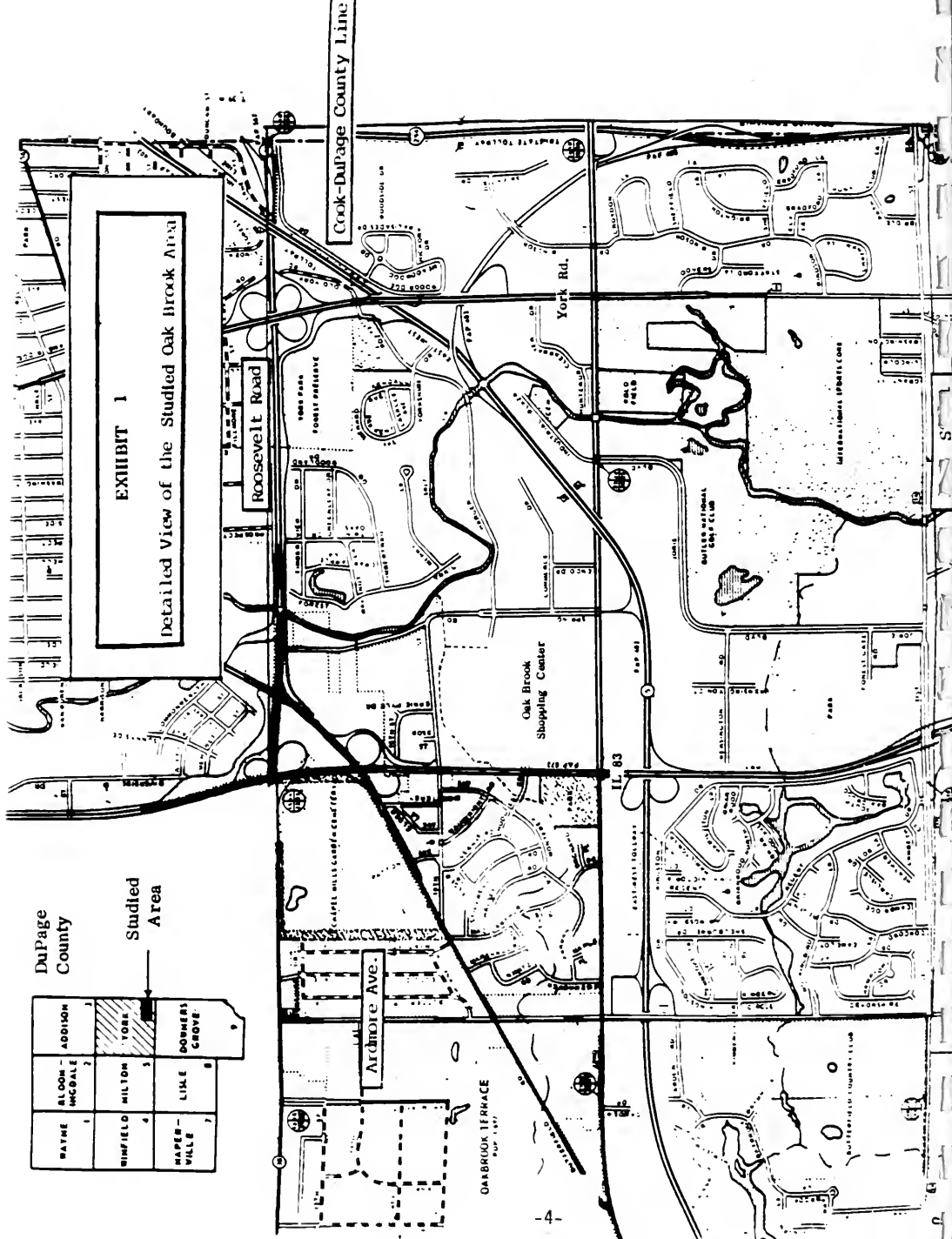
There were two reasons the limousine/taxi subscription service was selected for consideration. Historically, public transit has captured a very small percentage of the suburb to suburb work trips, and there is every indication that this trend is continuing in the Oak Brook area. For the most part, the Oak Brook area employees' earnings allow them to comfortably afford

BAYNE	1	BLOOM- MCDALE	2	ADDITION	3
WINFIELD	4	MILTON	5	YORK	6
MAPER- VILLE	7	LIKE	8	DOONER- GROVE	9

DuPage
County

Studied
Area

EXHIBIT 1
Detailed View of the Studied Oak Brook Area



Cook-DuPage County Line

Roosevelt Road

York Rd.

Oak Brook
Shopping Center

Ardmore Ave.

ILL. 83

OAKBROOK TERRACE
DUP. 1957

traveling to and from work in their own automobiles. Additionally, fixed-route bus service simply cannot compete with the automobile for comfort, convenience or travel times. Although riding the bus is often less expensive than driving, this factor alone is not enough to persuade people with adequate incomes to use public transit. Therefore, it was imperative that any service concept considered for the Oak Brook area try to match the automobile in terms of comfort and convenience. It was thought that riding in a late model sedan, station wagon, or van operated by a taxicab or limousine company could be comparable in comfort, and in some instances be even more convenient than driving alone in an automobile.

A second reason this service concept was chosen is that it presumably had the potential for low capital and operating costs. There are numerous private transportation companies operating in the Tri-State corridor and, in some cases, already serving the Oak Brook area. In addition, many of these companies are providing service to and from O'Hare airport. It seemed likely that these companies may be operating with excess capacity and that by serving subscription work trips between runs to O'Hare, this excess capacity could be utilized. Since the subscription trips would be served with existing vehicles and drivers, it was thought that the cost of providing the service would be low.

Three general tasks were undertaken as part of the examination of the service concept. First, an analysis of the work trips was performed. This information was used to ascertain what, if any, merits the service concept had. Second, interviews were conducted with interested private operators in the area to seek their input and willingness to participate in a potential

implementation. Third, selected employers were questioned to identify their acceptance of the service concept. It was determined early on that support from the employers would be a critical link when promoting this type of service. In fact, it was speculated that if enough support for the service existed, the local employers might be willing to pick up some of the cost of implementing the service.

3.0 Work Trip Analysis.

Using data from the 1980 census three significant findings relevant to the service concept were obtained. First, it was found that of the 30,244 work trips destined to the study area, 24,615 (81.4%) originate from within 15 miles, while 55.8% originate within ten miles. Alone this finding did not either support or cause rejection of the service concept. However, it did suggest that any service concept pursued for this area should recognize that a majority of the trips are relatively short, and may be getting shorter. Although the data is not readily available, it is generally assumed that as new suburban office complexes like the ones in the Oak Brook area age, there is a strong tendency for work trips to become shorter and more tightly clustered around the work site. That is, over time, after a company relocates to a suburban location, people will tend to move closer to the work site. Table 1 presents a summary of the work trips to the study area by distance.

Table 1: Summary of Work Trips to the Study Area by Distance

<u>Miles</u>	<u>Number of Trips</u>	<u>Percent</u>	<u>Cumulative Percent</u>
0 - 3	3265	10.8	10.8
3.1 - 6	7414	24.5	35.3
6.1 - 9	6199	20.5	55.8
9.1 - 12	4082	13.5	69.3
12.1 - 15	3655	12.1	81.4
15.1 - 18	2052	6.8	88.2
18.1 - 21	1666	5.5	93.7
21.1 - 24	656	2.2	95.9
24.1 - 27	480	1.6	97.5
27.1 - 30	383	1.3	98.8
30 or more	<u>392</u>	<u>1.3</u>	100.1
	30,244	100.1	

Source: 1980 Census UTPP.

Two other findings that directly support the service concept were arrived at when the trip origin's clustering characteristics were examined. As Exhibit 2 indicates, the trip origins show a general tendency to cluster. In fact, eight separate clusters can be seen. A detailed description of these clusters is presented in Appendix A. Looking at the clusters for the trips under 15 miles, one finds that of the quarter sections that contain origins, an average of 28 trips exist.

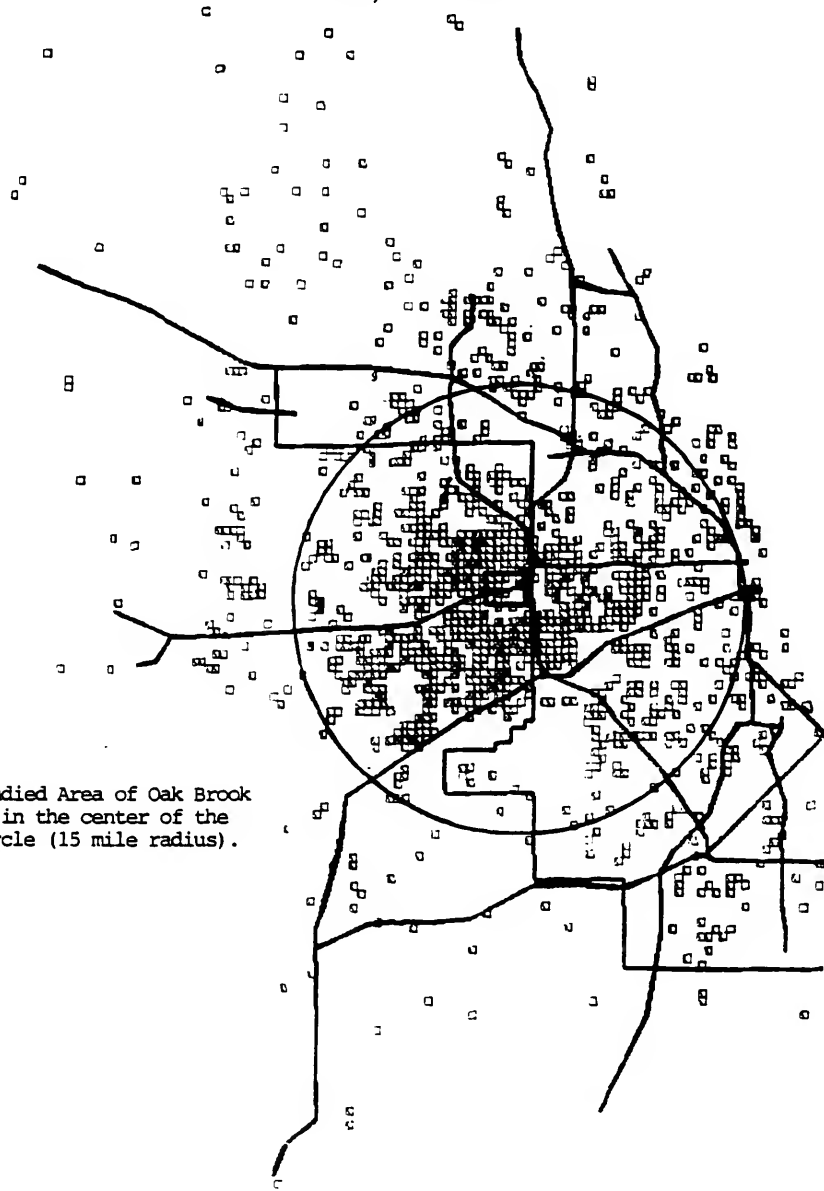
Table 2: Summary of the Number of Trips Per Quarter Section For Trip Lengths Under 15 Miles

<u>Trips Per Quarter Sec.</u>	<u>Number of Quarter Sections</u>	<u>Average Number of Trips/Quarter Sec.</u>	<u>Total Number of Trips</u>
50 or More	120 (4%)	76.8	9,215
10 to 49	671 (24%)	22.1	14,841
1 to 9	77 (3%)	7.3	559
Total (w/Trips)	868 (31%)	28.4	24,615
Total (wo/Trips)	1,959 (69%)		
Total	2,827		

Note: A quarter section is defined as one quarter of a square mile.
Source: 1980 Census UTPP.

As can be seen, although there is some generalized clustering of trips, the clusters are relatively small. Given this dispersion of work trips and the lack of sufficient trip densities, it appears that the standard fixed-route bus type service with 40 passenger vehicles may be inappropriate. Recognizing that there is this clustering, a non-traditional service approach such as the service concept under review seemed reasonable.

EXHIBIT 2
Origins Of All Work Trips to the
Studied Oak Brook Area



Note: Studied Area of Oak Brook
is in the center of the
circle (15 mile radius).

4.0 Private Operators Interview.

Since it was anticipated that the service would be operated by private providers, it seemed reasonable that they be part of the investigation. Obviously, their interest and willingness to operate the subscription service would be a prerequisite. Only the private providers could verify that their operations have excess capacity which could be used to serve subscription work trips. Also, their assistance was needed to develop preliminary cost estimates for the service.

To maximize the number of private providers participating in the study an attempt was made to identify all taxicab, limousine, and bus companies operating in the Oak Brook area. Several sources were used to compile the list of participating operators, including CATS's list of private operators in northeastern Illinois, telephone directories for the Oak Brook area, and the O'Hare airport ground transportation directory. In addition, an article about the investigation, that solicited the private operators' participation appeared in the May 1986 issue of Transit Dispatch. A number of taxicab, limousine, and bus companies responded to both the letter and article. A listing is shown in Appendix B.

Each company listed in Appendix B was sent a letter explaining the study and the service concept, that requested its assistance in the investigation. At a minimum, each responding company was asked the questions which appear in Appendix C.

The service concept received mixed reviews. Some providers would be willing to operate a subscription service and a few had other service proposals. None of the carriers indicated that they would be prohibited from

operating a subscription work trip service in Oak Brook by any law or regulation governing their operation.

Some carriers believed a limousine or taxi subscription work service would fail. They stated that the Oak Brook employees have sufficient incomes to allow them to choose from numerous more attractive transportation options. Even the operators that thought the service concept had merit, stated that attracting riders would be difficult. Many carriers added that effective marketing and service reliability would be the keys to making such a service successful. One operator suggested offering extras such as car telephones or vans equipped with conference tables as a way to attract the Oak Brook market. Several carriers noted that since a number of employers in Oak Brook have a shortage of parking capacity employers should be interested in anything that has the potential for easing parking problems. It was further suggested that trip reduction strategies that would encourage or demand that employees use a subscription work trip service be considered. In any event, the operators stressed the importance of selling the service concept to employers.

Most of the carriers that responded do not have excess capacity during peak periods. To operate a work trip subscription service, these carriers would have to acquire additional equipment. Even those who claimed to have excess capacity stated they would dedicate vehicles to a subscription service rather than incorporate service into their existing operation. While this is desirable from a service quality standpoint and signifies the carriers' commitment to such a service, the acquisition and dedication of vehicles would drive up the costs. Therefore, keeping costs low by utilizing excess capacity did not appear to be feasible.

None of the carriers envisioned the work trip subscription service as being compatible with their O'Hare operations. Some of the operators do not carry a high volume of trips to and from the airport. Others have such a high volume that they do not have sufficient capacity to integrate their O'Hare operation with another service. While it may be possible to intertwine O'Hare service and a work trip subscription service, many carriers seemed hesitant to want to try to mix the two for fear that their regular service would suffer.

The basis for the cost estimates varied by carrier. Some based their costs solely on time, others solely on mileage, and the rest on a combination of the two. In some cases, the number of passengers would affect the cost. Many carriers would not estimate the cost, stating they needed additional information. The operators wanted more data on type of service, type of vehicles, passenger origins and destinations, population and employment density, demographics, fleet size and contract requirements. Of those who did present cost estimates, one taxicab company quoted \$17.00 per day for one and one-half hours of service per day with a 20 mile round trip, while a limousine operator quoted a minimum of \$20.00 per hour.

While being interviewed several carriers suggested other service concepts for the Oak Brook area. These are presented below:

One carrier proposed a vanpool program for Oak Brook employees. The vanpool service would be targeted at employees living more than 10 miles from Oak Brook. A daily 20 mile round trip in a vanpool would cost \$45.00 per passenger per month.

A carrier proposed that Pace lease vehicles to companies willing to provide subsidized service in Oak Brook. This would allow Pace to avoid operating costs.

Bus service from the CTA rapid transit, Des Plaines station was suggested. The Hyatt and Marriott hotels in Oak Brook are operating such a service for their employees. According to an article in the April 28, 1986 issue of Crain's Chicago Business, DuPage County employers have difficulty filling lower paying jobs. Therefore, there may be a market for bus service from CTA rapid transit stations.

One carrier stated that the village of Downers Grove and the city of Naperville have extra vehicles and may be interested in operating some type of service to Oak Brook. This carrier noted that there may be a need for work trip service in both of these communities.

Due to the fact that parking is at such a premium for many Oak Brook employers, one carrier thought there would be a market for a lunch hour service to the hotels and shopping centers. This operator believed people would rather take some form of public transportation rather than give up their parking space.

One other carrier suggested that Pace lease equipment to the private providers to help reduce costs. This carrier proposed using Pace paratransit service vehicles since this equipment is not used during the off-peak.

5.0 Employer Interviews.

The sample used for this part of the study was not random. However, some stratification of the sample was attempted. The employers contacted for this study were chosen specifically for their variety. It was felt that the size (number of employees) of the employer might have some effect on the reception of the service concept; therefore, the sample was stratified by this variable. A total of 25 employers were contacted. Presented below are the results of these interviews.

5.1 Small Employers.

Employers in this group had from 10 to 100 employees. This group was composed primarily of regional offices and local branches of national firms. The responses from this group were not encouraging with respect to the service concept. Not only was there a small number of employees at each work site, which would limit the potential for logical groupings, but many of the employees who worked for these employers were in outside sales, repair, or consulting positions and did not have the regular hours and travel patterns that would be needed for a subscription service. Another potential barrier to the implementation of the service concept was the difficulty the study team encountered when trying to identify the proper contact person within each company. This was seen as a barrier since the successful promotion and implementation of the service concept would require an enthusiastic commitment from each of the employers. Without this commitment any program targeted to employees at their worksite is destined to fail.

5.2 Medium Employers.

Most of the employers contacted in this category were retail sales locations and hotels. Having employment in the range of 101 to 500 employees, only the management personnel for these employers appeared to work what would be considered "normal" hours while most employees were either part-time or on staggered shift schedules.

In general, the response received was that those employees who wished to use public transportation were already using the available bus service or carpooling to get to work. The overall impression that was transmitted to the study team was that it would be difficult, if not impossible, to arrange employee schedules to permit their use of the suggested service concept. Local shopping mall officials were also contacted to determine if interest existed on their part to coordinate and/or sponsor such a service. The response was not optimistic.

5.3 Large Employers.

Two employers with over 500 employees were also contacted. While it was felt that the service concept had merit, there was a perception that the public agencies historically have failed to implement innovative transit programs that serve their needs. These failures did little to warrant their support of any new service or program and will make it that much harder in the future to solicit their active involvement.

On the other hand, employers in this group possess certain attributes that are essential to implementation of the service concept. These large employers tend to have more regular hours and have a greater likelihood that a sufficient number of employees live close enough together for a successful implementation.

6.0 Conclusions.

There appears to be some potential for a subscription service implementation in cooperation with large firms. However, these firms were skeptical as to the ability of the public sector to engineer a workable innovative service.

In most cases smaller firms neither possess a sufficient number of employees to support a subscription type service nor have the wherewithal to assign an employee transportation coordinator to assist in the development of a program. It is clear that, though there may be some instances where the service concept may fill a need, for the most part, this type of subscription service would be restricted to special niches. Successful penetration of these niches will depend on the particular characteristics of the employers, the operators and the sophistication of the program design.

When considering the service concept initially, it was assumed that subscription work trip service operated by a taxicab or limousine company would have low capital and operating costs. These assumptions were based on the thought that many taxicab and limousine companies operating in the Tri-State corridor, particularly those servicing O'Hare airport, have excess capacity in the peak periods. The excess capacity would allow the companies to integrate a subscription work trip service with trips to O'Hare and other rush hour services, without adding more vehicles or drivers. By utilizing existing equipment and personnel, the total cost of the service would be low. However, based on information gathered during discussions with the operators, it would not be possible to utilize excess capacity or integrate service with their O'Hare operations. This was due in part, to a lack of excess capacity,

and in part, to the operators' concern that integrating a work trip subscription service with their O'Hare operations would cause the overall service quality to suffer.

The inability to utilize excess capacity or integrate it with other rush hour services made subscription work trip service much more expensive than originally anticipated. Door-to-door service with dedicated drivers and dedicated vehicles is costly to provide. While this is not fatal to the service concept, it does mean that a subsidy would be required to make it a viable option for all but the top end of an upscale market. Employers in the area and Pace are two likely sources for subsidies.

Based upon the existing travel mode choices of Oak Brook employees, discussions with operators and employers, selling a subscription work trip service would be difficult. Selling any type of "transit" to such an affluent commuter is a challenge. However, a work trip subscription service provided by a taxicab or limousine company has comfort and convenience comparable to that of the private automobile. These features alone make a taxicab or limousine subscription work trip service better able than many other forms of public transit to compete with the automobile.

Due to the higher than anticipated costs, the service concept could not be as readily marketable as originally thought. However, it is sure to appeal to some employees. Even though it is a small scale solution, it is worth pursuing. There is a growing awareness that public transit must appeal to a wide variety of market segments if ridership is to increase and that offering one type of transit service will not meet all the travel needs of the public. The service concept fits in well with the trend of public transit to offer a variety of services tailored to the needs of specific markets.

7.0 Future Actions.

Before any further action can be taken, the service concept needs to be refined using information gathered during interviews with private operators. Subscription work trip services provided by a limousine company are operating in Milwaukee and the Washington, D.C. area--one with a subsidy and the other without. Contacting these existing services for data on their operation may prove helpful. In addition, discussions with potential users of the service are needed before a workable final service can be developed.

There are several ways a subscription work trip service operated by a taxicab or limousine company could be promoted. Pace could design the service contract with an operator and provide the required subsidy. Under this scenario, Pace could obtain some or all of the needed subsidy from employers. Another way to promote the service would be for a local public agency to act as a broker. As a broker, this agency could promote the service with its other outreach programs. The agency could put interested employers and employees in touch with taxicab and limousine companies willing to provide the service. This entity could also assist in designing the actual operation. All financial arrangements could be between the employer, employees and the operators. There would not necessarily have to be a public subsidy. A third option would be for a private operator to market the service concept on his own. Any operator interested in tapping new markets could contact employers and employees regarding the concept and establish this service niche for himself without any public sector subsidies or interference.

Bibliography

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Chicago Area Transportation Study, October 1986.
2. Transportation and Employment Study, (Draft) Northeastern Illinois
Planning Commission, June 1986.
3. Tri-State Corridor: Alignments/Alternatives Feasibility Study,
Regional Transportation Authority, June 1983.

APPENDIX A

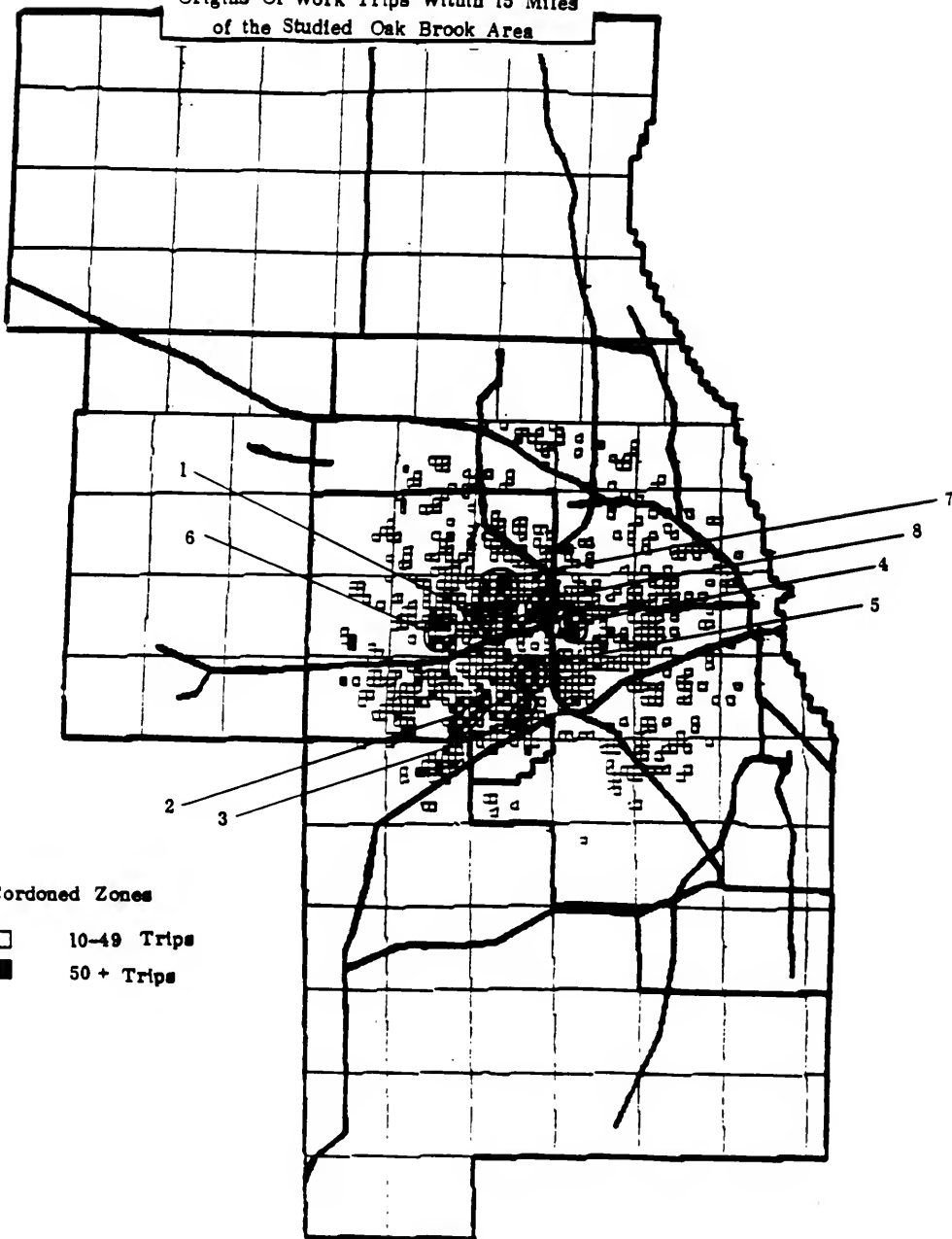
DETAIL DESCRIPTION OF WORK TRIP CLUSTERS

Appendix A

Eight areas within a 15 mile radius of the study area were identified as primary work trip generators. These areas were selected based on their high concentrations of work trip origins and are listed according to their trip densities (number of work trips per quarter section). Trip density was used when ranking these locations to provide a method for comparisons since each location is a different size. The eight locations presented below.

<u>Location</u>	<u>Trip Density</u>	<u>Total Work Trips</u>	<u>Boundaries</u>
1	84.8	509	southwest Lombard Area: IL 53/Wilson Ave. to IL 38 and, Dell Ave. to Finley Rd.; IL 38 to 16th St. and, Lloyd Ave. to Main St.; 16th St. to 22nd St. and, Finley Rd. to Main St. (1.5 Total Square Miles.)
2	67.3	673	Woodridge/southwest Downers Grove Area: (Woodridge) 75th St. to 87th St. and, IL 53 to Janes Rd. Also Included are: 75th St. to Hiawatha Pkwy. and, Janes Rd. to Woodward Ave.; 71st St. to 75th St. and, Woodward Ave. to Dunham Rd. (SW Downers Grove) 63rd St. to 71st St. and, Springside Ave. to Saratoga Ave. (2.5 Total Square Miles.)
3	61.2	490	Darien Area: 75th St. to 79th St. and, Cass Ave. to IL 83; 67st St. to 75th St. and, Leonard Dr. to IL 83; 63rd St. to 67th St. and, Hillis Rd. to IL 83. (2.0 Total Square Miles.)
4	55.5	441	Westchester Area: IL 38 to 31st St. and, Wolf Rd. to Mannheim Rd. (2.0 Total Square Miles.)
5	55.2	718	Clarendon Hills/western Hinsdale Area: 39th St. to 59th St. and, Richmond Ave. to Madison St. (3.25 Total Square Miles.)
6	53.8	646	southeast Wheaton/southern Glen Ellyn Area: 16th St. to 35th St. and, President St. to roughly Park Blvd. (Interestingly, the College of DuPage is in the center of this area). (3.0 Total Square Miles.)
7	49.2	1182	Eastern Lombard/western Villa Park Area: IL 64 to IL 38 and, Main St. to Ardmore Ave. (6.0 Total Square Miles.)
8	42.5	724	Southern Elmhurst/eastern Oak Brook Terrace Area: St. Charles Rd. to IL 38 and, IL 83 to I 294. Also included is a small area north of Oak Brook shopping center, bounded by IL 38 to 16th St. and, IL 83 to Spring Ave. (4.25 Total Square Miles.)

Origins Of Work Trips Within 15 Miles
of the Studied Oak Brook Area



Cordoned Zones

- 10-49 Trips
- 50+ Trips

APPENDIX B

PRIVATE COMPANIES OPERATING IN THE OAK BROOK AREA
THAT WERE CONTACTED TO PARTICIPATE IN THE STUDY

APPENDIX B

TAXI CAB COMPANIES

AAA Arlington Best Cab 1314 West Northwest Highway Arlington Heights 255-8404	60004
American Taxi Dispatch 925 East Rand Road Arlington Heights 259-1555	60004
American United Cab Association 2453 West Belmont Chicago 248-7600	60618
Aurora Cab Co. 28 North Lake Street Aurora 897-5900	60506
Auto-Ride Cab 128 West First Elmhurst 834-3000	60126
Bellwood-Hillside-Westchester Cab Co. 1615 Lake Street Melrose Park 544-0521	60160
Blue Cab Co. 259 South Boulevard Oak Park 383-2121	60302
Berwyn Morton Cab 5333 Cermak Road Oak Park 383-2121	60302
Checker Taxi Co. 829-4222	
Checker Transportation 1(800) 942-9363	
Courtesy Cab Co. Burlington & Main Downers Grove 968-1323	60515

APPENDIX B CONTINUED

DeLuxe Cab Co. 28 North Lake Street Aurora 897-5900	60506
Flash Cab Co. 4749 North Clark Street Chicago 878-8500	60618
Gladridge Cab Co. 7601 Grand Elmwood Park 453-2200	60635
Gladstone Cab Co. 7601 Grand Elmwood Park 453-2200	60635
Glen Ellyn Cab 1532 South Roselle Road Schaumburg 469-1100	60195
Glendale Heights Cab Co. 1532 South Roselle Road Schaumburg 469-1100	60195
Horizon Cab Association 51 Sell Road Elk Grove Village 827-0110	60007
Jay and Bee Cab Co. 239 West Irving Park Road Bensenville 766-5020	60106
Leyden Premier Cab Co. 7601 Grand Avenue Elmwood Park 453-6000	60635
Naperville Checker Cab 20 East Ogden Avenue Naperville 355-7855	60540
Northwest Cab Co. 4109 George Place Schiller Park 678-4424	60176

APPENDIX B CONTINUED

Nor-Wood Taxi Service 110 Summit Avenue Park Ridge 456-0808	60068
Park Ridge Taxi 110 Summit Avenue Park Ridge 823-3111	60068
People Cab Co. 2514 St. Charles Road Bellwood 544-3494	60104
PTL Cab 569-9782	
Quality Cab Co. 2411 Tomahawk Court Carpentersville 428-4334	60110
Riverside Taxi Co. 8212 Ogden Avenue Lyons 447-1100	60534
Rosemont Taxi 110 South Summit Avenue Park Ridge 823-3111	60068
Schaumburg Cab 1532 South Roselle Road Schaumburg 529-8200	60195
Sheridan Cab Co. 271-0927	
Spanish-American Cab Association 478-4358	
Village Cab Co. 259 South Boulevard Oak Park 848-1000	60302

APPENDIX B CONTINUED

West Cab Co.
4109 George
Schiller Park 60176
343-0117

Wheaton Auto Ridge Cab
128 West First
Elmhurst 60126
653-2500

Zenith Cab Co.
802-0047

APPENDIX B CONTINUED

BUS COMPANIES

Air Tran O'Hare 321 Saw Mill Road Naperville 961-5000	60566
Airporter 606 Western Lombard 620-6800	60148
Coach Travel Unlimited 645 Joliet Road West Chicago 393-3666	60185
Commuter Bus Systems 600 Western Lombard 620-6800	60148
Continental Air Transport 730 West Lake Chicago 454-7820	60606
D and K Coach Travel 5119 Ogden Avenue Cicero 780-0960	60650
De Luxe Trailways 1718 South Clark Chicago 326-5610	60616
DuPage Motor Coach 250 West 63rd Westmont 964-2500	60559
Keeshin Charter Service 615 West 41st Street Chicago 547-1155	60609
Mid-America Charter Lines 2525 East Higgins Road Elk Grove Village 437-3779	60007

APPENDIX B CONTINUED

Monarch Coaches 26 West 548 Geneva Road Wheaton 668-9121	60187
Munsen Discovery Coaches 9001 West 79th Place Justice 458-5770	60458
North American Coach Co. 2800 Old Willow Road Northbrook 273-5665	60062
Robinson Coach Co. 1528 Emerson Evanston 866-1950	60201
Septran 630 Executive Drive Willowbrook 887-9250	
Tri-State Coach Lines 2101 West 37th Street Gary, IN 219-441-2000	46408
Valley Transit 6110 East Avenue Hodgkins 458-5150	60525
Wehrli World Travel Service 410 Fifth Naperville 369-8200	60540
Westway Coach 100 East hill Villa Park 279-2720	60181
Windy City Coaches 7843 South Exchange Chicago 731-9600	60649

APPENDIX B CONTINUED

Wolff Bus Service
26 West 548 Geneva Road
Wheaton
668-9121

60187

APPENDIX B CONTINUED

LIMOUSINES COMPANIES

A and A Limousine
616 East Cassitt Avenue
LaGrange 60525
579-1621

A Lincoln Limousine
422-7170

A-1 Airport Limousine Service
18 South Wisconsin
Addison 60101
833-3788

AAA-Oak Street-Michigan Avenue
Limousine Service
883-4450

Aays Limousines
17799 Iroquois
Wildwood

A+B Limousine Service
245 North Greenwood
Palatine 60007
358-3221

Ace Limousine
1(800) 344-2231

Ace's Limo
766-0952

Aero Limousine and Transportation Services
793-1111

Affordable Limousine
5300 River Road
Rosemont 60018
678-5466

Airport Limo Service
686-7761

Airport Transportation of Glen Ellyn
543-2323

APPENDIX B CONTINUED

Airtran-O'Hare
35080 Talbot
Warrenville 60555
1(800) 972-0500

Airways Limousine Co.
4025 Mannheim Road
Schiller Park
671-4900

Al Airport Limousine Service, Inc.
1(800) 354-5849

All Northwest Suburbs Limo Service
289-9184

All Suburban Limo
1(800) 272-0100

American Limousine
4729 South Willow Springs Road
LaGrange 60525
352-8950

American Royal Limousine Service
686-7761

Amms Limousine Service
1804 Lehigh
Glenview 60025
729-8102

Angel-Elgin Limousine Inc.
114 Harding
Elgin 60120
888-8823

Antique Limousine
Lyons
447-0113

Anytime Limousine
610 South Euclid
Villa Park
530-5420

APPENDIX B CONTINUED

Arlington Limousine Service 690 Chase Elk Grove Village 1(800) 421-0607	60007
Associated Suburban Limousine 534 West Ogden Downers Grove 960-5430	60515
Astor Chauffeured Limousine Co. 401 East Erie Chicago 671-4900	60611
Aurora-O'Hare Ltd. 1810 Daisy Aurora 1(800) 942-5677	60505
Avant Garde Limousine Co. 951-0101	
B and M Limousine Service 753-9526	
Baker's Livery Service 12 Birmingham Place Vernon Hills 367-7181	60061
Berline Limo Service 715 Aurora Avenue Aurora	60505
Berwyn Limousine 5028 31st Place Cicero 795-6013	60650
B+D Livery Service 546-1669	
Better Service Limousines 250 North Wolf Road Wheeling 272-1986	60090

APPENDIX B CONTINUED

Blue Line Limousine
P.O. Box 434
Mundelein 60060
498-2131

Carey Limousine Service
9739 South Bell Avenue
Chicago 60605
663-1220

Carriage Limousine
6240 Chase Avenue
Downers Grove
1(800) 843-5466

Celebrity Limousine
7526 Arlene Avenue
Clarendon Hills 60514
325-0460

Checker Limousine Service
(815) 932-3132

Chicago Limousine Service
188 West Randolph
Chicago 60601
726-1035

Class-A-Limousine Service
4715 South Wabash
Chicago 60615
924-2285

Courtesy Limousine
Burlington & Main
Downers Grove 60515
968-0020

Crown Limousine Service
437-2472

Crown Livery & Limousine
17 West 454 Woodland
Addison 60101
530-1009

DeKalb O'Hare Limousine Service
1(800) 892-2988

APPENDIX B CONTINUED

Delaware Cars & Limousines
337-2800

Don's Limousine Service
1(800) 642-5158

DuPage Executive Limousine
941-3480

Elite Limousine Service
8650 South 84th Court
Hickory Hills 60457
496-1695

ESX Limousine Service
2745 Wilmette Road
Wilmette 60091
1(800) 233-1500

Exodus Limo Service
1325 Gunderson
Berwyn 60402
788-1182

Forest Limousine
P.O. Box 257
River Forest 60305
366-0030

Glen Ellyn Limousine
1532 South Roselle Road
Schaumburg 60195
469-1100

Glen Ellyn West Suburban Limousine Service
618 East St. Charles Road
Carol Stream 60187
323-0090

Glen Ellyn's and Wheaton's First Class Limousine
351-5242

Golden Limousine Service
1(800) 972-0500

APPENDIX B CONTINUED

Great Lakes Limousine 336-0044	
Great Northwest Transportation and Limousine Service 4705 Valerie Drive Crystal Lake 1(800) 231-4060	60014
H and M Limousine Service 89 Liberty West Dundee	60118
Hal Hansen Limousine Service 562-1523	
Hinsdale Limousine Service Broadview 344-6556	
Hinsdale Transfer Co. 325-8003	
Horizon Livery Service 51 Sell Road Elk Grove Village 827-0110	60007
Illinois Limousine Service 686-1000	
Imperial Coach Ltd. 10 Kingery Quarter Hinsdale 654-1582	60521
Inter-City Limousines 524-9520	
Jay's Bensenville and Itasca Limousine Service 239 West Irving Park Road Bensenville 595-7730	60106
J and J Airport Transportation 2341 Manchester Court Woodridge 971-0405	60515
J and J Limousine Service 115 Lake Street Maywood 681-0191	60153

APPENDIX B CONTINUED

J. I. L. Limousine Co. 1071 Woodcliff Drive South Elgin 888-1344	60177
Katie's Karriage 298-3511	
Lake Short Limousine 4432 North Malden Chicago 334-2343	60640
Lakeside Limousine Service 684-4311	
Libertyville Limousine Service 1715 Rockland Road Libertyville 680-3939	60044
Limousine for the Jones' 1(800) 523-8432	
Limousines Par Excellence 334-6128	
Limousines Unlimited 635-7433	
Lisle Livery Limo 1213 Maple Avenue Lisle 791-8484	60532
Miles-Chicago Transportation 8053 South Stoney Island Chicago 753-9526	
Naperville Chauffeuring Ltd. 190 East Fifth Naperville 833-0880	60540
Never Again Share-A-Limousine 279-4772	
Nick Wells, Jr. 951-0101	

APPENDIX B CONTINUED

Nordic Limousine Service
658-6398

Northbrook Limousines
272-1986

Northwest O'Hare Express Limousine Service
640-2000

Oak Brook Limousine
1200 Hargar Road
Oak Brook 60521
654-1442

Oak Brook O'Har Transportation
6240 Chase Avenue
Downers Grove 60515
1(800) 843-5466

Paddington Limousine
2233 74th Avenue
Elmwood Park 60635
453-6611

Palos Limousine
599-8420

Park Avenue Limousine
823-3115

Plaza Limousines
P.O. Box 10484
Chicago 60658
266-2300

Pontarelli Limousine Service
3342 N. Pittsburgh
Chicago 60634
622-8339

Ra-Chelle Limousine Service
352-1445

Ray's Limousine Service
223-5103

Regent Limousine
331 West Northwest Highway
Palatine 60067
934-4955

APPENDIX B CONTINUED

Ribaldo Limousine Service 1014 West Van Buren Chicago 332-1221	60608
Roger's Airport Limousine 542-2323	
Rolling Thunder Limousine Service 315 Ardmore Court Vernon Hills 680-5833	60061
Royal Coach Limousine 1615 West Algonquin Road Mount Prospect 118-7878	60056
Schaumburg Limousine Service 1532 South Roselle Road Schaumburg 529-8200	60195
South Suburban Limo 15120 South Kilbourn Midlothian 687-5300	60445
Southeast Limousine 179th Street Mokena 479-9666	60448
Sparta Limousine Service 733-5466	
Stefanavic Chauffeur 351-2978	
Sterling Limo Service Ltd. 725-2485	
Suburban Limousine Service of Illinois 1 (800) 235-5460	
Sullivan and Sons 885-0146	
Sundling Limousine 429-1020	

APPENDIX B CONTINUED

Terrace Limousine
Villa Park
629-5466

The Professor's Limo Service
323-9599

Top Transportation Services
999 Main
Glen Ellyn
790-2902

Town and Country Livery
4513 Route 83
Lisle
969-6691

60532

Transportation Maintenance
487-9000

Trans-World Limousine
1(800) 883-5466

Travelers Airport Limousine Service
618 East St. Charles
Carol Stream
323-0090

60187

Tri-State Limousine Service
764-3700

Tri-Village Limousine
1(800) 874-6789

Ultimate Limousine Co.
490-9474

United Limousine Service
432 Ogden Avenue
Downers Grove
969-3865

60515

U.S. Limo
334-6127

VIP Limousine Service
519 Briarcliff Road
Bolingbrook
739-2227

60439

APPENDIX B CONTINUED

West London Limousine
118 83rd Street
Hinsdale 60521
964-1024

Westgate Limousine Service
Palos Heights
448-6300

Woodridge Chauffeur
7913 Westview Lane
Woodridge 60515
985-3357

Zorbas Limo Service
286-8585

APPENDIX C

QUESTIONS ASKED OF EACH INTERESTED OPERATOR

APPENDIX C

QUESTIONS FOR PROVIDERS

Capacity

- o Do you have vehicles available during the morning and evening rush hours to provide the service?
- o What is the capacity of your available vehicles?

Reliability

- o Would the same driver be assigned to the same vehicle each day?
- o How would you insure that service is on schedule?
- o What would you be willing to offer as a guarantee?

Costs

- o Would your costs be based on time or miles or a combination of the two?
- o Would you charge a flat rate no matter what the number of passengers would be?
- o How would the number of passenger affect the cost?
- o The operator will be asked to estimate costs for several sdervice scenarios.

Regulations

- o Are there any laws or restrictions governing your operation which would prohibit or interfere with your providing a subscription work trip service?
- o Are there any modifications which you make to the service concept which you think would improve it?

8/11/2008
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